

Welcome

PUBLIC HEARING

Traducción disponible en Español



A UDOT PROJECT

WHY WIDEN 5400 SOUTH?

- *Bottlenecks at 4015 West and 4800 West*
- *Traffic volumes will more than double by 2040*
- *Travel times expected to increase 30 to 60 percent by 2040*
- *Double the crashes of similar roads*
- *Provides vital east-west link in the regional transportation network*



5400 S
BANGERTE HIGHWAY TO 4800 WEST

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WHAT OTHER ALTERNATIVES DID UDOT CONSIDER?

UDOT developed 9 alternatives to address traffic needs:

- *Widen 4700 South*
- *Improve intersections on 5400 South*
- *Widen 5400 South to 7 lanes (3 different alignments)*
- *Use alternate operational conditions like Flex Lanes*



UDOT determined the preferred alternative based on the results of operational, engineering and environmental evaluations. The evaluations showed that the only options that could improve operations to an acceptable level were those that widened 5400 South to seven lanes.



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HOW DID UDOT CHOOSE A PREFERRED ALTERNATIVE?

Step 1

IDENTIFY ALTERNATIVES

- Past Studies
- Study Team
- Public Comments

9 Alternatives

Step 2

PRELIMINARY SCREENING

- Knowledge of Traffic Operations in the Study Area

5 Alternatives

Step 3

PURPOSE AND NEED SCREENING

- Congestion Reduction
- Regional Mobility Improvement

3 Alternatives

Step 4

COMPARATIVE EVALUATION

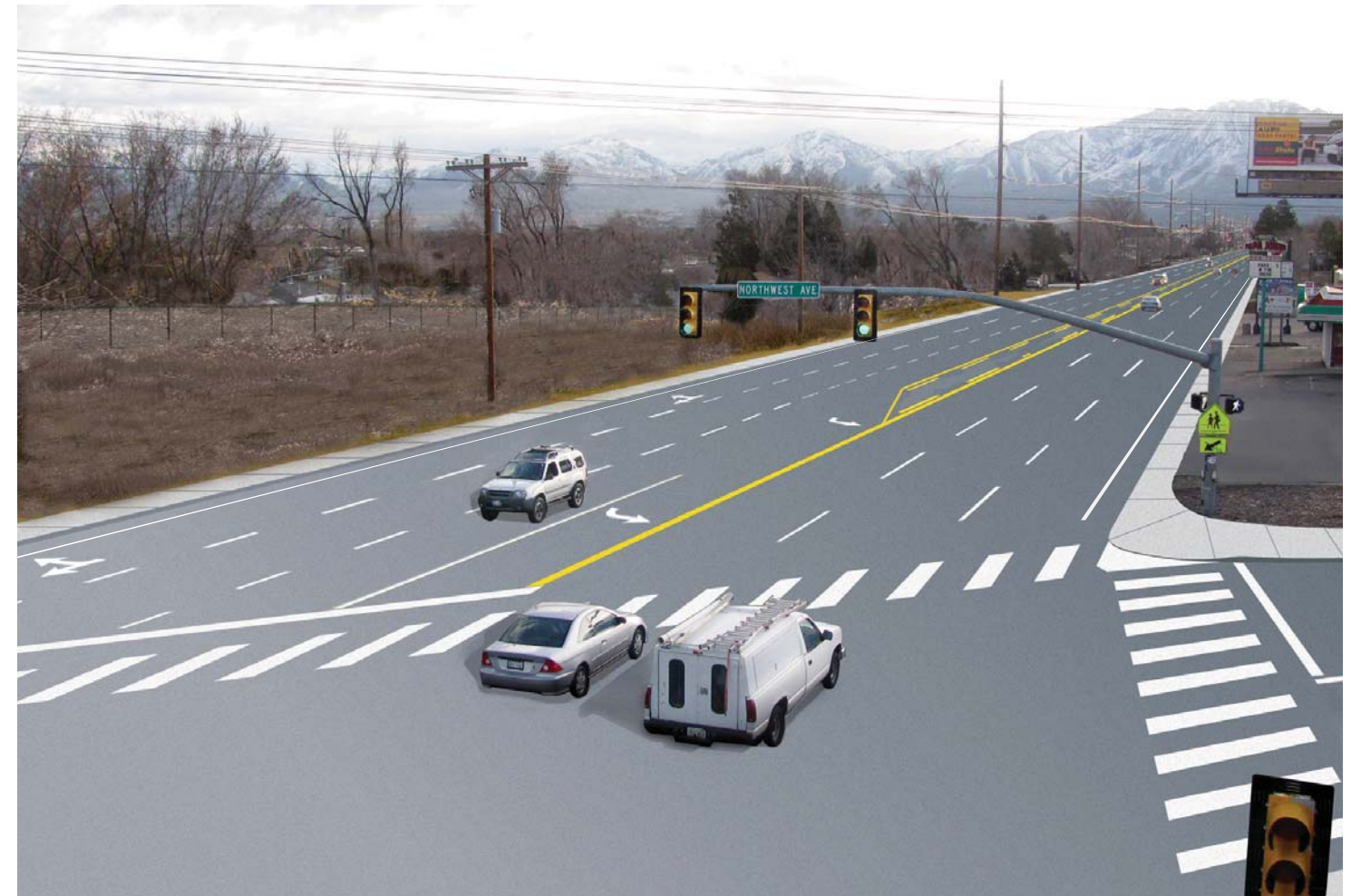
- Relocations
- Historic Resources
- Community Facilities
- Cost
- Economics
- Utility Impacts
- Roadway Classification
- Design Standards

Preferred Alternative

WHAT WILL A WIDER 5400 SOUTH LOOK LIKE?



NORTHWEST AVENUE INTERSECTION (BEFORE)



NORTHWEST AVENUE INTERSECTION (AFTER)

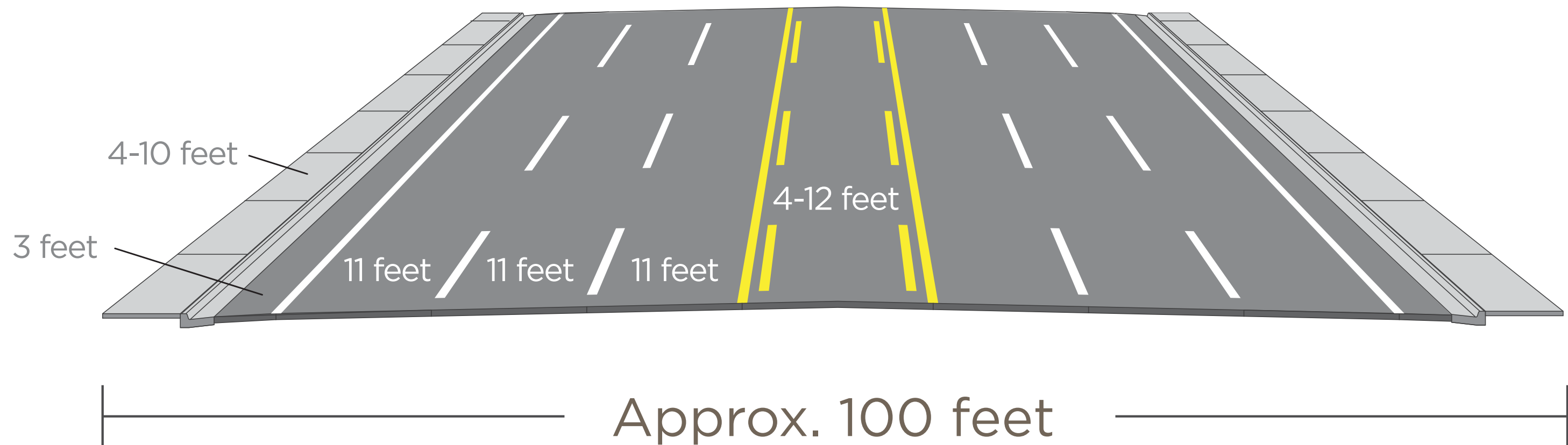
UDOT will provide baseline landscape treatments and is consulting with Salt Lake County about additional betterments (lighting, landscaping, trails, fencing). If funding is not available for betterments at the time of construction, Salt Lake County may implement desired amenities at a later time.

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WHAT WILL THE PROPOSED ROADWAY LOOK LIKE?

Proposed 7-Lane Roadway



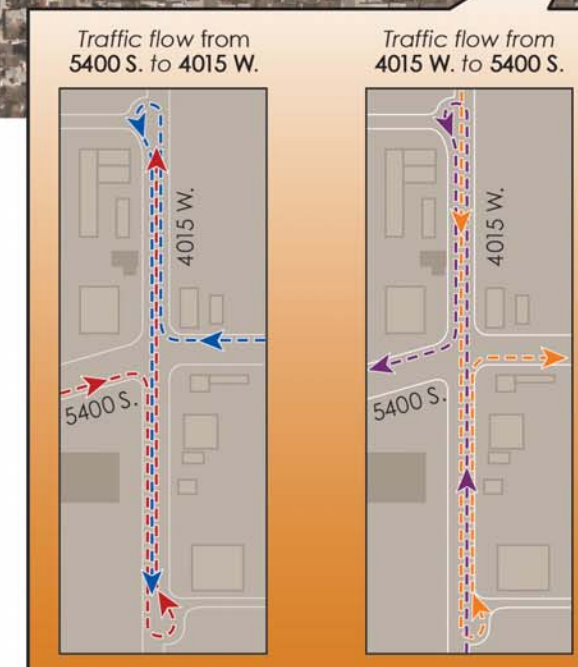
Raised medians are possible in some locations.

HOW DO THRU-TURNS WORK?



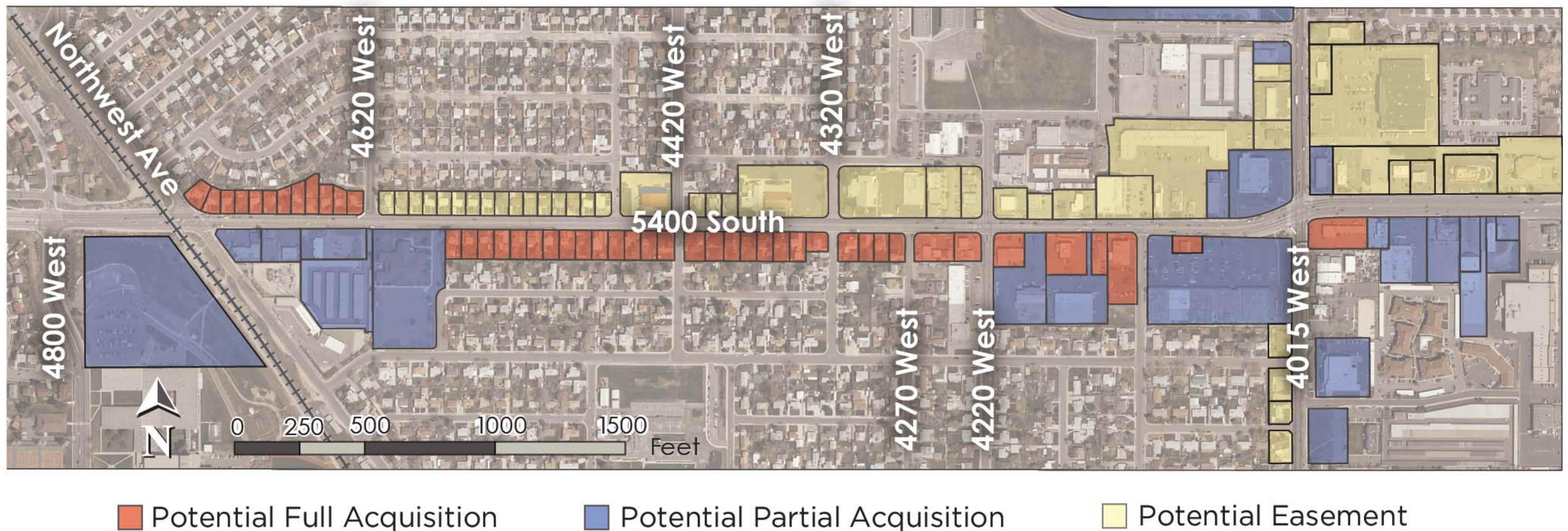
ThrU-turn Benefits

- Reduced delay and fewer stops for through traffic
- Increased intersection capacity
- Reduced risk for crossing pedestrians
- Fewer conflict points



THRU-TURNS

PROPERTY ACQUISITION



This figure depicts preliminary determinations of full and partial acquisitions. Impacts identified may be reduced during final design. Ultimately, whether a property will be a full or partial acquisition is determined case-by-case based on the appraised value of and estimation of damages to the property. UDOT will continue to communicate with impacted property owners to provide additional information on the acquisition process.

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TIMELINE FROM STUDY TO CONSTRUCTION

JAN – JUN 2011 > STUDY

APR – DEC 2011 > DESIGN

JUN – DEC 2011 >

PROPERTY ACQUISITION

2012 > CONSTRUCTION

2011

2012

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WHAT ARE THE NOISE IMPACTS?



UDOT considered noise mitigation options such as noise walls for all impacted receivers. According to UDOT's Noise Policy, noise walls should reduce noise by five decibels for 75 percent of properties adjacent to the road in order to be feasible. Various factors including gaps for driveway access, inadequate sight distance, elevation differences and side-street traffic noise prevented noise walls from meeting this requirement.